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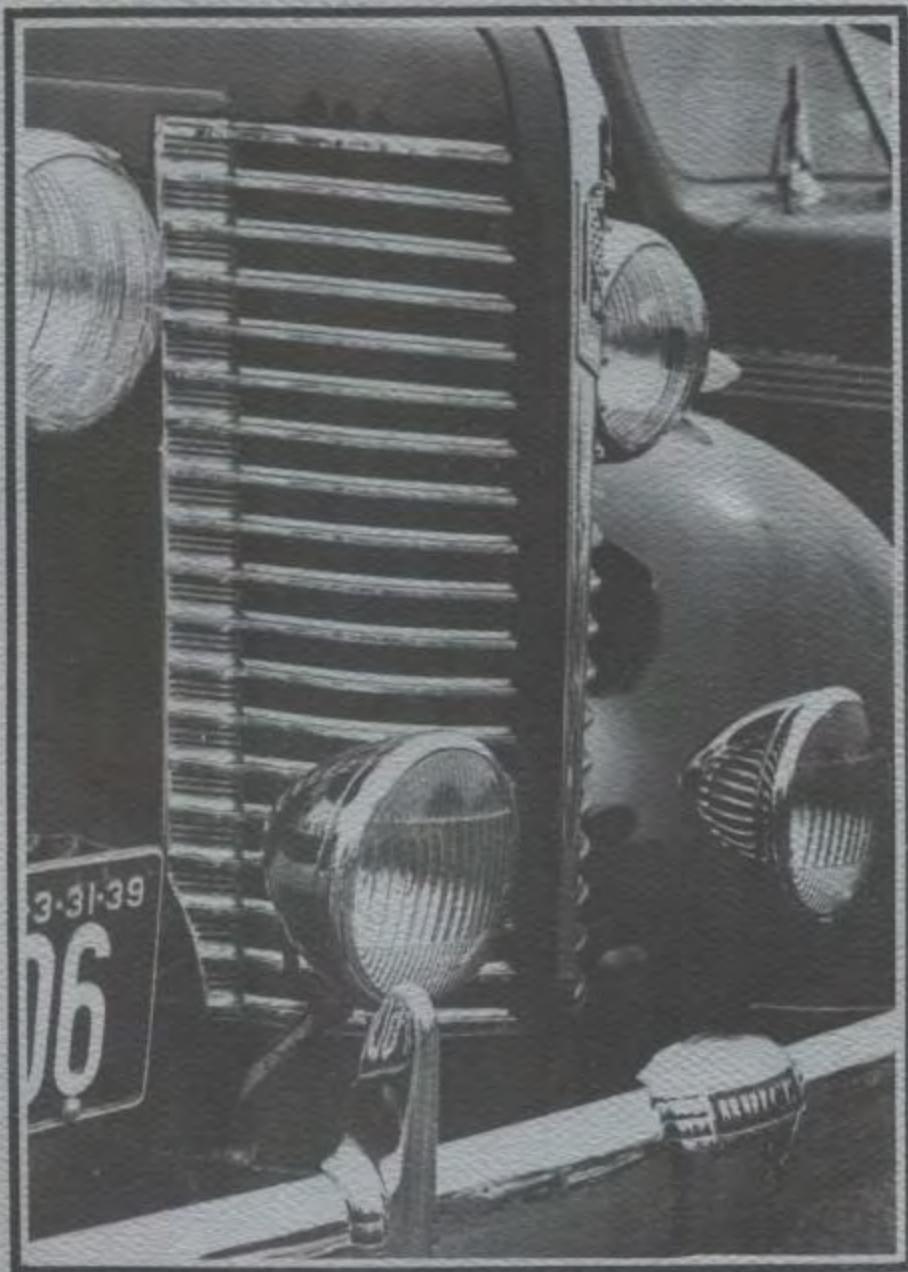
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THE TORQUE•TUBE

THE NEWS PUBLICATION FOR MEMBERS

OF THE 1937-1938 BUICK CLUB • FOUNDED 1980



Volume IX • Number 1



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Volume IX, Number 1

September 1990

William E. Olson, Editor • 842 Mission Hills Lane, Columbus, Ohio 43235

Club News

Membership renewals have come in at a good rate, and I now have a big backlog of checks to get into the bank. In addition, a record number of new people has been added to the membership list. For a few years I used a "base" of 300 members in trying to establish a budget, and more recently raised this to 375, but it looks like we will go through the next year with 400-plus members. This is beneficial in almost all respects, and the increased economy of scale has made it possible for me to turn over to the printer the menial task of labelling, stuffing, stamping, and sealing the envelopes for domestic mailing. The only drawback of increased size, from my point of view, is that it gets harder to keep track of things. Fortunately, once each member gets into Steve Weinstein's computer things are not bad, but it is up to me to get Steve the correct information, and he's some 2,000 miles and three time zones away. (In case you have forgotten or never knew, Steve (#532), who teaches mathematics at Cal Poly in San Luis Obispo, does all the mailing labels and the annual roster. Steve joined the Club several years ago because he wanted to acquire a 1937 Limited. He never did find the car, but has remained a member nevertheless, and I would be lost without him. Thanks again, Steve.) If all 400-plus members, or even a small fraction, asked questions at once, I would be sunk for sure. Fortunately, that has not happened and is not likely to.

Several years ago, in an effort to increase membership, I publicized the Club through ads in Hemmings and the BCA Bugle. These ads brought in only a few new members, and I cut them out after a year or so, as not worth the money spent on them. The little entry in each Bugle issue under "Non-Affiliated Buick Clubs" is now the only written publicity we have, and news of the Club's existence spreads in large part by word-of-mouth.

There must have been a lot of word-mouthing during this past summer, because, as noted above, new members have flooded in. I imagine this is due as much to my own mouthing of Outrageous Opinion, Foolishness, and Humorous Commentary as to the usefulness of the technical matter and question-answering. At least that seems to be the burden of what feed-back I get.

Some time ago, I decided that a publication devoted entirely to being informative, however helpful to the reader such information may be, lacks the attention-getting qualities necessary to keep people interested. In my first year of law school, now all too long ago,



Founded by Dave Lewis in 1980



we studied the Rules of Civil Procedure for the United States District Courts: not a terribly prepossessing subject at best, but there was one phrase in them that struck my fancy. Rule 12(f) provides for, inter alia, motions to strike from a litigant's pleading "impertinent or scandalous matter." What, I thought back then, is impertinent and scandalous matter? Now I know. My brain teems with it! All the Impertinent and Scandalous Matter that has been stricken from all the complaints in all the federal courts in the United States of America and its Territories and Possessions since the Rules were adopted in 1937 is in my head, plus much more! Moreover, it is flowing out and into this publication.

LONG LIVE IMPERTINENT & SCANDALOUS MATTER!

Unaided, I can probably produce enough of it for years to come. Indeed, it could probably fill the whole Torque Tube. It must not be forgotten, however, that this publication is supposed to be about the Restoration and Preservation of 1937 and 1938 Buick Automobiles, as our Club Logo suggests. On those fundamental subjects I can use help, and plenty of it. Your contributions of "technical" articles and questions are always needed. Without them, this publication will not be what it ought to be. Many of you have promised articles on a variety of useful subjects. Some such promises are more than a year old. Let us have them fulfilled forthwith.

Contributions need not be confined to technicalia, however. If you, too, are harboring Impertinent and Scandalous Matter, and such matter relates in any manner, however tenuously, to the Purported Purposes of this Publication, feel free to let me have it. Indeed, some contributed I&SM appears in this issue.

VOLUME IX ISSUE SCHEDULE

This is probably a good time to remind everyone that — no matter how much you would like it to be so — this is not a monthly publication. There are nine issues of The Torque Tube per membership year (Sept. 1 - Aug. 31) and that is the most I can possibly produce. (In addition, there is one roster per year.) Each September we start a new "Volume" and go through nine "Numbers" of that Volume. This is Volume IX. (Although the Club started in 1980, one of the early Volumes stretched over more than one year.) The best way to keep track of things is to go by Volume and Number; I put a month and



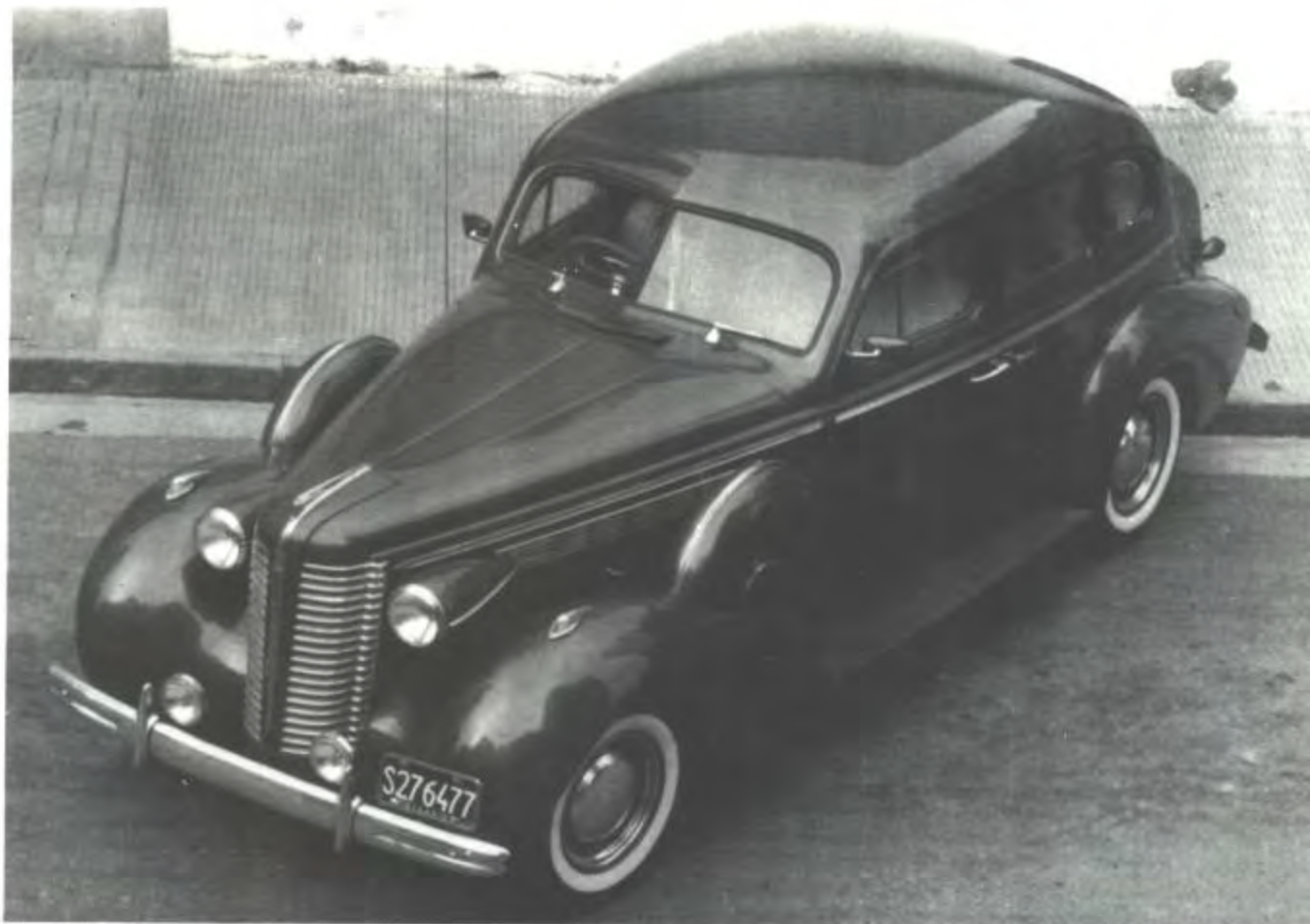
COVERS



The handsome nose of an unidentified 1938 with bumper badge and vintage driving lamps. (Photo by Paul B. Culp, Jr. (#508)).

* * *

RUNNING EXTRA. Flying white flags, with steam still booming out of the chime whistle, Nickel Plate 765 hits a crossing in Pennsylvania, trailing an auxiliary water car and a long string of "varnish." That's Paul Culp's '38 Century in the background. Looks like it might be a "troop train" from the 1940s, doesn't it? In fact, Paul did the photo in 1988 during the annual convention of the National Railway Historical Society.



We have added another member in South America, Jose Ramon Garcia-Menendez in Argentina. (See New Members in this issue.) This shows his 1938 Century sedan, which has lost all four of its original fender lamps. Perhaps someone can help Jose find the right parts. Note that the car has right-hand drive.

year date on page 1, but that only locates each issue roughly in time, and — obviously — there won't be one for every month.

Typically, the months skipped are November, February and August. However, as publication does not operate on a rigid schedule, you may, for example, get an issue labelled "October" in November. The next following issue will probably be labelled "December." Do not complain that you did not receive November: there wasn't any, and your complaint will be ignored. It goes "by the numbers," and I assume you can all count from one to nine.

This is a tentative — and I mean tentative — schedule for mailing the remaining issues of Volume IX:

- | | |
|----------------|-------------|
| 2 — October 25 | 6 — April 5 |
| 3 — December 5 | 7 — May 15 |
| 4 — January 10 | 8 — June 25 |
| 5 — March 1 | 9 — July 30 |

Please try to keep this in mind when sending in parts ads. That brings me to the next portion of this issue's Administrative Droning.

PARTS EXCHANGE

Classified ads are free to members provided the ads are of reasonable length, and provided the ads are for casual or non-recurring sales of the items advertised. Stated another way, if the seller is selling the same thing on a continuing basis, that is considered a "business" or "commercial" sale and the advertiser must pay for the ad. Commercial ad rates are available from the Editor. Photos of cars for sale will be included if there is space available. Occasionally, I will print parts or cars for sale ads free for non-members, on the notion that this is a service to the members. No "wanted" ads are printed for non-members.

Generally, if you get an ad to me two weeks before a publication date, I can get the ad in the next issue. (See the schedule above.) If you want an ad run more than once, say so. No ad (other than a paid one) will be run more than three times in succession; if you haven't sold it or found it by then, you need to fall back and regroup.

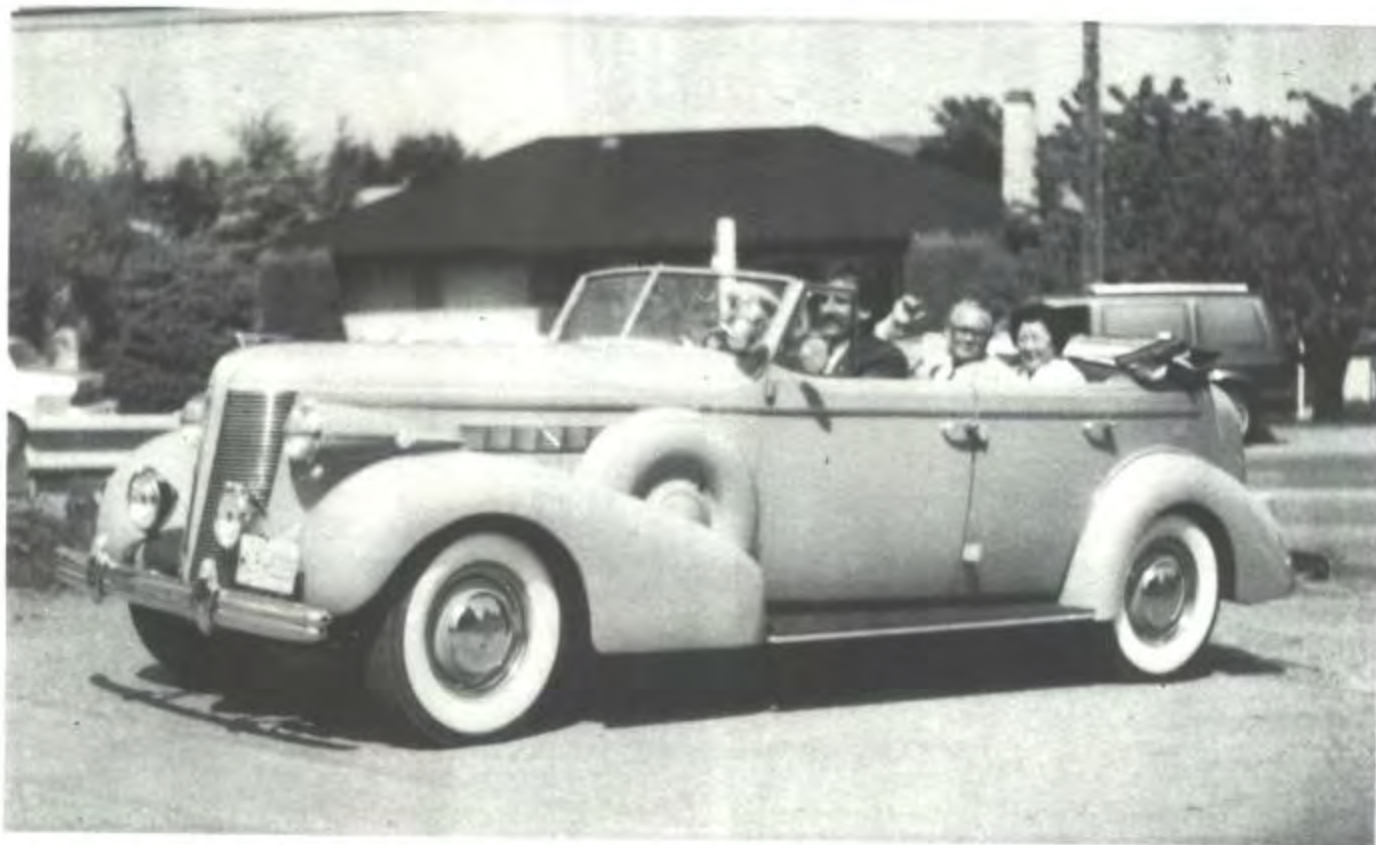
Try to describe the item offered or wanted as precisely as you can. Abbreviations that are clear to you may not be to others, or to me. When I can't figure out what the



Rear view of Clarence Hoffman (#546) with front view of his newly-acquired "dream car" -- a 1938 Special four-door convertible -- at the BCA Great Lakes Meet in Youngstown, Ohio. Acquiring the car cost "Huffy" dearly -- more dearly than I feel I can appropriately tell -- but the value of such a car can be measured in neither money nor love. He worked three months getting it ready to drive from Cleveland to Youngstown, and much more work remains to be done. Huffy at last has his sidemounts even though they have, for the moment, 1940 covers. (Photo by John Steed (#132).)

guy is trying to say — and this does happen, believe me — I print it the way he sent it in. If nobody else can figure it out either, it is not likely to produce results.

Do not hesitate to send in a "wanted" ad; many people have items that they do not, for one reason or another, offer for sale, but which they will part with if the seeker is genuinely in need.



Pat Moyer (#665) reports from Chemainus, British Columbia that his 1937 80-C was on television earlier this year. B.C.'s lieutenant governor (in Canada, the Queen's representative in the Provincial capital) and his wife came to Chemainus to "cut a ribbon" at the opening of an "artisan village" -- presumably one of those places where potters, metal benders, makers of arty jewelry and the like do their stuff. The car, Pat says, "was chosen for this assignment for the obvious reason that it's the best-looking car in the area." Pat put the top down so the Honorable Lt. Gov. and wife could be seen smiling and waving (a prime function of lieutenant governors); however, Pat says, he had his son-in-law drive "because he's a lot better-looking than I am." The photo shows the smiling and waving getting off to a good start.

BACK ISSUES

New members often ask about the availability of back issues. A limited number of extra copies of each issue is printed (generally about 15%) to take care of the needs of people who join during a membership year (Sept. 1 - Aug. 31) and are thus entitled to receive all issues for that year. To the extent there are any left over, copies of back issues may be purchased by any member. I hold the left-over copies from each "Volume" (i.e. 12-month period September 1 through the next August 31) until about November 1.

At that time they are sent to Paul B. Culp, Jr. (#508), who handles their sale.

At present I have copies of all nine issues of Volume VIII. These will be available until the first week of November at \$3.50 each (\$5.00 U.S. each overseas). After that time requests for back issues should be addressed to Paul B. Culp, Jr., RR #4 - Box 411, Perkasi, PA 18944; 215/249 -3166. Paul at present has copies of some earlier issues.



DECALS & PATCHES

Water-transfer decals, approximately 2" x 3", showing the Club logo in red, white and blue are available from the Editor for 50¢ each. Embroidered cloth patches in the same design and colors, approximately 3" x 5", are \$3.50 each. These are high-quality items and look nice.

WHAT'S WRONG WITH THIS PICTURE?

This is a popular game (and maybe a psych test) for children, which I had in mind when I put that Fisher "Unisteel Body" ad on the back cover of the last issue, and asked: "What's wrong with this ad?"

What is wrong with that 1937 Fisher ad? Return with us now to those thrilling days of yesteryear...from out of the past comes the following tableau from a Detroit advertising agency, in June of 1937.

Ring! "Blakely here." Charles E. Blakely, Jr. felt a knot forming in his stomach. On the line was the ever-formidable Miss Price, Secretary to the Big Boss. "Mr. Hooper would like to see you in his office...immediately."

An audience with Bancroft Hooper III could be a difficult experience, to say the least, but Blakely, as he hurried down the long corridor, was screwing up his self-confidence level. "There's nothing he can chew me out for," Blakely thought to himself, "hell, those latest GM and Fisher ads aimed at farmers are knockouts." When he came "on the carpet", however, and saw the Boss's face, he was not so sure.

Hooper held up a recent issue of Country Gentleman. "How do you like this Fisher Unisteel Body ad, Blakely?"

"Well, Mr. Hooper, I thought it was really rather good, if I do say so myself. Good text, good photo of the car, chickens, nice-looking people, and...."

"What car is it?"

"A Buick, Mr. Hooper, very nice-looking, and...."

"Yeah, Blakely, it's a Buick, all right, a goddam Buick Roadmaster, fer crisesake! Do you know what's in a Buick Roadmaster, Blakely? Wood! Wood! Inside the whole goddam body is wood! Here's what it says, Blakely: 'Study this bellwether Buick...just look at its Unisteel Turret Top Body by Fisher.' It's not Unisteel, Blakely, see the fine print at the bottom: 'most popular models of Buick and Cadillac.' It's Buick Specials and Centuries that are Unisteel, not Roadmasters. If Old Man Sloan sees this, it's gonna be embarrassing as hell!"

"I'm sorry, Mr. Hooper, I...."

"Never mind that, Blakely. Your other farmer stuff's damn good. "Tough as mule hide." I like that. We'll make sure the Old Bastard sees that one. And it's almost time for the '38 ads anyway. They told me all the '38 Buicks are all-steel. But that's a goddam secret, Blakely. Don't blab it, or I'll have your...."

Miss Price entered. "Excuse me, Mr. Hooper, your mother is on the line, and she insists on speaking with you immediately. I believe you may have forgotten her birthday again."

"Jesus, Mary and Joseph, I'm really in the soup now. Get outta here, Blakely."

"Yes, sir."

* * * * *

A few people got this right — in truth, the answer was in the same issue (see Vol. VIII, No. 9, p. 25). Other answers varied all over the lot. Several said that the license plate was in the wrong position, and that may be, but there really was no absolute "official" place to put the front plate — and many states didn't issue two plates in the 1930s. In any event, I would not have posed so trivial a mystery. One member said the rear quarter windows were wrong, as "we all know" that those windows didn't have division bars. Well, what we all should know is that such is the case for 1937 40 and 60 series cars, but in fact it is the rear quarter windows and the shape of the rear deck that mark the pictured car clearly as a Roadmaster. (Lest you have forgotten, or never knew, '37 80 and 90 series bodies from the cowl back are pure 1936.) A few got hung up in seasons: it looks like November, they said, but the ad appeared in May. I wouldn't stick my neck out on that, except to say its probably not the dead of winter in Michigan, judging by the dress of the models, and it is quite possible the photo was done in the autumn of 1936. In my view, the people are appropriately dressed for a northern spring — and remember, it's 1937, when dress was much more formal than now (everybody wore hats).

The "Tough as Mule Hide" ad actually appeared in a 1938 Country Gentleman — see Vol. VIII, No. 5. Buick regularly aimed ads at the more prosperous farmers, and these ads typically stressed durability and economy.





1937 Roadmaster formal sedan (model 81-F) owned by Ron Puza (#829) is shown at the Vanderbilt Estate on Long Island, New York. Ron says he has just started work on this car, but it looks pretty good as it is. A former owner put metal step plates on the running boards, a temptation many "fixer-uppers" seem to fall into.

THE GOOD OLD TIMES

The good old times, the grand
old times, the great old times!

...Dickens, The Chimes

There is no time like the good old
time, when you and I were young.

...Oliver Wendell Holmes

Former member Jim Nixon, with whom I had a pleasant conversation at the BCA Great Lakes Regional Meet in August, loaned me copies of the newsletter of the Buick Collectors Club of America, which was — apparently — a predecessor of the Buick Club of America. I say apparently because BCCA began in 1963 and seems to have lasted into 1965, and BCA was started in 1966. I'm sure there is a "story" to all of this, but I don't know what it is. BCCA was started by some people in Pittsburgh, PA, and BCA, as we know, has always been headquartered in California. The BCCA organization had the usual "growing pains", just as our Club did, but by the end of its first year was putting out a fairly decent publication, and had about 400 members.

Back in the early 1960s, that "good old time" when you and I (or some of you and I) were young, the Buick Collectors Club was all about 1920s, and 1930s, and early 1940s cars. The '50s and '60s models, which now dominate BCA and most other single-marque organizations, were just used cars.

Beyond that nice (to me, anyway) state of affairs, there were prices that now look like something out of Bullfinch's Mythology. Here's a sample of cars offered in the BCCA newsletter: '38 80-C, "excellent", \$1200; '37 46-C, low miles but rough, \$100; '38 46-S, nice but pricey at \$1250; 2 '53 Skylarks at \$1000 each (no talk of "investment potential" then); and the real prize, a '38 60-C, sidemounts, good engine, complete and restorable, first offered for \$525, then \$425, and finally, unsold for six months or more, at \$375.

Of course you will say that everything was a hell of a lot cheaper back in that good old time, and that you and I didn't have a thousand bucks or even four or five hundred to spend on a "collector" car, and of course you are correct. In 1963 I earned about \$9000 and was struggling to pay back the money I borrowed to go to college, at the rate of \$30 a month. I had a '56 Chevrolet that I'd bought for \$300 (and sold in 1967 for \$50), and which, fortunately, I didn't need to drive very much, 'cause it was a bit tired. (Do I wish I had that Chevy back? Does King Fahd go to Mecca?) Nevertheless, it is with a combination of sadness and wonder that I contemplate those price levels. That 60-C would go for 40 times its 1964 price today, and the 80-C maybe likewise. Twenty-six years hence, will it be 40 times again? Your guess is as good as mine. One thing I can tell you for sure, though: I don't earn 40 times as much now as I did in 1964, and 26 years from now I won't be earning a damn dime.

There is some cause for encouragement, and I will end this note with it. If you think antique car "wide whites" are pricey, consider this: in 1964, a Denman 6.50 x 16 was \$29 and the tube was \$4.50. They're only three times as much today.

CLUB MEETS

I regret to say that the Eastern Club Meet was not very well attended. According to organizer David Bylsma (#117), only five cars showed up. There were eight cars pre-registered and about 10 people told David they were coming, but 13 of that 18 were "no-shows." Those that did attend had a good time. Because of family commitments, I could not go myself, and so missed another "surprise" award. David had a very handsome "Special Appreciation Award" plaque made up to give me, and I received this in the mail a few weeks ago. As always, I am grateful for this recognition. Thank you, David. (In the next issue we will have a few photos from the meet.)

Elsewhere herein you will see an announcement of the Western Meet, which is to be held in Santa Maria, California October 5-7. Unfortunately, I did not receive this in time to include in the last issue, or with the renewal notices, and it is a bit late to tell you about it now. Nevertheless, I hope some of you Westerners will show up.

We will try again in 1991. I may take a look at organizing another Ohio event myself, although at the moment I cannot think of anything that would equal the 1989 Ohio meet for pure enjoyment and novelty. It may be that we really need to have five or six meets each year instead of two, as most people don't seem to want to travel very far to them. How about something in the Pacific Northwest? Georgia? New Jersey? It is not too early to begin thinking about and planning 1991 activities now. If I've heard nothing from any volunteers by mid-November, I will start on an Ohio event. If you don't want to come to Ohio, put something together in your own backyard.

IT MAKES YOU HANKER TO "TAKE OVER"



The old-time thrill comes back to driving, thanks to Buick's new DYNAFASH ENGINE and TORQUE-FREE SPRINGING

roads—ready to change your idea of all these, is this marvel car's new TORQUE-FREE SPRINGING.

Get in the new Buick and see! Pilot it yourself. See why the destination is no longer the main object, why the big bang's in the fun on the way!

You don't just drive this astonishing car—it's so light under the controls you *coach* it, barely *think* the signals.

And then together, coordinating like mind and body, you and your Buick course through traffic, cross country, up hills and far away, with a lift of spirit that makes freshmen feel manly and professors young!

Go Buick — there's nothing like it! Go Buick — you've got what it takes!

YEAR by year, cars have been undergoing a taming process —made more docile, mannerly, bridewise.

That's commendable, of course, but it has taken something out of driving — a kick, thrill, glamour —something, that is, that the 1938 Buick brings back!

This magnificently spirited traveler makes driving exciting again —in a new way, a way that youngsters will relish and oldsters indorse, a way that makes dowagers hanker to "take over" from their chauffeurs, a way that any motorist can savvy at the wheel.

For this new Buick beauty is

powered differently, cushioned differently, constructed differently and responds differently from any previous or present automobile in the world!

Awaiting the say-so of your right foot is the amazingly agile new DYNAFASH engine—in its very name is a hint of the new things it does in its masterful new way.

Ready to change your idea of front seats being more comfortable than rear, of the wheelight of taking curves in your stride, of skid hazards, of tail-whip, of rear-end chatter on washboard

NO OTHER CAR IN THE WORLD HAS ALL THESE FEATURES

- ★ NEW DYNAFASH VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE ★ NEW TORQUE-FREE SPRINGING
- ★ TORQUE-TUBE DRIVE IN SEALED CHASSIS ★ NEW QUIET ZONE BODY MOUNTING ★ ANOLITE PISTONS
- ★ AEROBAT CARBURETOR ★ NEW BULL'S-EYE STEERING ★ TIPTOE HYDRAULIC BRAKES ★ KNEE-ACTION FRONT SPRINGING ★ UNISTEEL BODY BY FISHER ★ BUILT-IN DEFROSTER CONNECTIONS
- ★ AUTOMATIC TRANSMISSION OPTIONAL ON SERIES 40

BETTER BUY BUICK ON EASY GENERAL MOTORS TERMS

"Better buy Buick!"

A GENERAL MOTORS VALUE

Mail from the Purple Sage

Somewhere west of Abilene, along U.S. 180, the old road from Fort Worth to Carlsbad, lies the town of Snyder, Texas, population roughly 13,000 souls. If you ever get out that way, stop in at the Purple Sage Motel, say "howdy" to proprietor Art Feinsod, and be prepared to stay a while. Art was a member for a short time, but appears to have dropped out temporarily until he can find a 1938 convertible. He also appears to be an Authentic Character. Every now and then something I write really gets to somebody, and it looks like "Help Stamp Out Brain-Picking" in the last issue really got to Art Feinsod. Here's a slightly cleaned-up version of what we might call his Letter of Temporary Resignation. Certain names have been deleted to avoid libelous content.



FRIENDSHIP INN

Purple Sage Motel, Route 2, Box 201, Snyder, Texas 79549, (915) 573-5491

26, August 1990

Dear Mr. Olson,

This might seem a strange letter, but I've been thinking about it for several days.

I enjoy your editorials as much as I do info on the fabulous '37-'38 Buicks. I like your sense of humor and can relate to you on many things. I've been foolin' with old cars since 1956, before any of _____ or _____ or the _____ crook _____, a SHYSTER DE LUXE, etc. got into this hobby for the sole purpose of making themselves more money. I can relate to the old Buicks, as my Dad had a '36 two-door Special that he never took care of. Dad couldn't care less about cars. When in 1937 a Baby-Shit Brown two-door sedan was delivered to him he said: "Take it away and bring me a '36 standard two-door black car." [Editor's Note: I assume he means that odd '37 color Bengal Brown, which, along with the other odd color, Samarra Beige, was intended for use in "dusty territories", e.g. West Texas. Come to think of it, Bengal Brown does look something like....]

Dad thought most all cars should be black. He owned the '36 for years, and my two sisters were ashamed of it as he was still driving it in 1951. He finally sold it to a friend and bought a Henry J. ("Barf, Barf", remember them?) Some boys from the New Jersey Mafia in a huge Chrysler stretch limo hit him broadside in New Jersey about 1952 and that finished the Henry J. When he got back here to Texas he bought the worn-out '36 back again.

Getting back to the purpose of this letter: I too get "Brain-Pickers" constantly, but the only cost to me is time lost, not lost memberships. I am enclosing a \$20 bill. You can use it to send Club info to the Shit-Kickers who have no intention of joining the Club.

Be assured I totally agree with your assessment of Brain-Picking. I call these people "Be-Backers". After they pester you for a time they say they'll be back, but they never do show up again. I've seen hundreds of Be-Backers. The Be-Back family is the largest clan in Texas — probably in Ohio as well. There is Mary Be-Back, Frank Be-Back, Ralph Be-Back, etc., etc., etc.

Two years ago I met Mr. Buick of the U. K. while in London, a guy by the name of Alf Gasgone (I think) who lives there. He is a 100% Buick nut, and I believe he even has a Buick tattoo on his ass. He has Buick Automobilia all over his house, including the bathroom ceiling. A delightful person!

Back to 1938 Buicks. When I joined up I was planning to get one. I sold my beautiful Model A, mortgaged part of my soul, and floated a bank loan so I could purchase a '38 Buick Special convertible with sidemounts. It was worth less than the price, but I did not care. [Editor's Note: At this point I have omitted certain material too scandalous and potentially defamatory even for this publication. Suffice it here to say that the owner wavered and backed out.] Needless to say, I was disappointed. In fact, I pooped my pants, as the '38 convertible has the sexiest lines any auto can have.

I know some day I'll find another '38 convertible, perhaps a better one. And I still have my fabulous '41 Buick 56-C. But I'm dropping out of your Club until I find my dream car.

Hang in there, Olson, you're a good man. You're doing an excellent job — love your comments. If I'm ever in Yankee-land I will come see you. If you ever get to Texas, I'll give you and your missus the Honeymoon Suite at the Purple Sage — free — and buy you a Mexican dinner you won't forget! Lots of luck...from a heart-broken Buick nut,

Art Feinsod



Belleville Kansas 1940

Barrel-assing through Kansas in 1940. From an old postcard, courtesy of Mike Vosgian (#447). (See Vol. VIII, No. 8.)



TECHNICAL TIPS

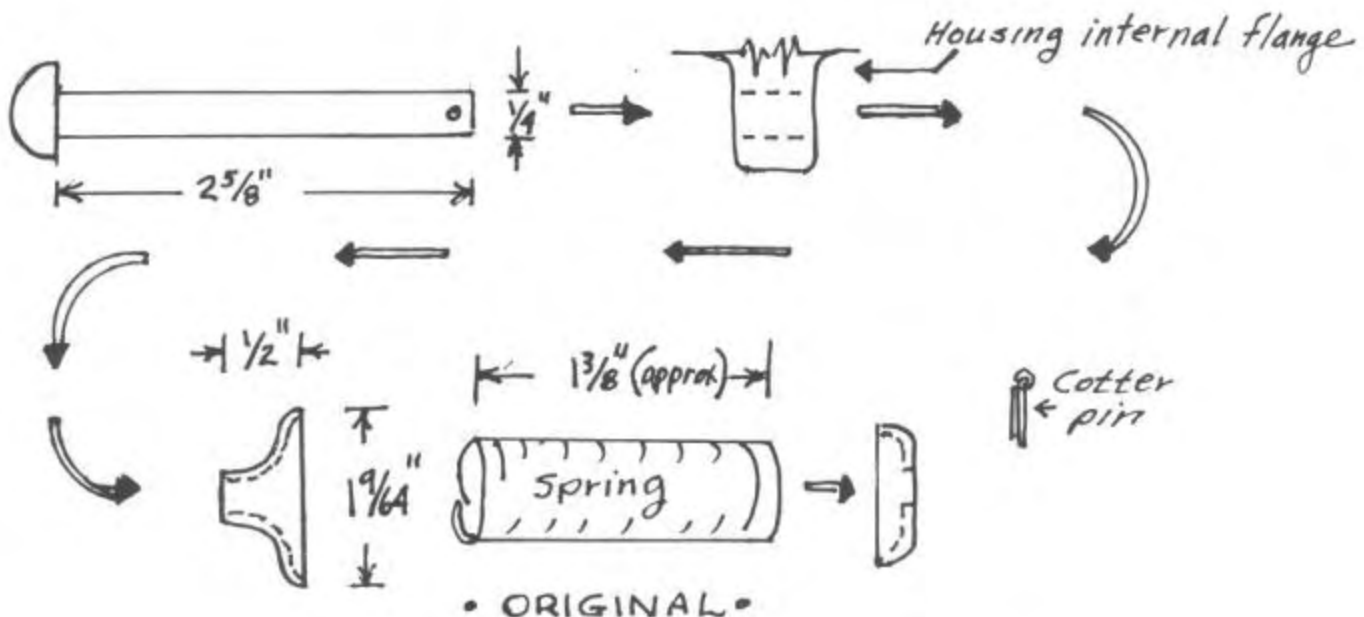


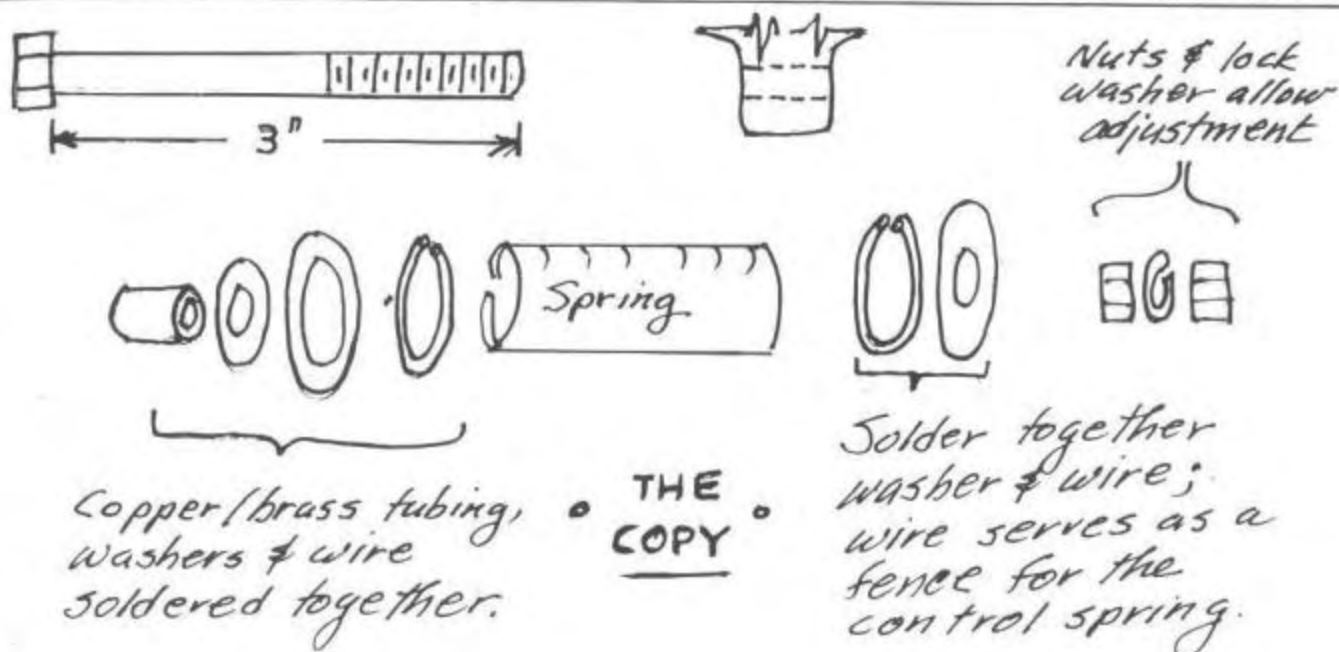
COOLING SYSTEMS REVISITED

A. REPAIRING THE BY-PASS VALVE

A properly functioning by-pass, or check, valve is absolutely necessary to proper cooling system function (see Vol. VIII, No. 6). These valves, like many other parts, have become hard to find in good working order. However, according to Tony Weiss (#647), it is possible to reproduce the "guts" of the valve using commonly-available parts: brass washers; a spring; copper tubing and wire; a 1/4-20 x 3" bolt; a lock washer and a couple of 1/4-20 nuts. The right spring is important, and this will be the only item you may need to spend a little time looking for, but a good auto parts or hardware dealer should be able to come up with it. Measurements made by Tony from an old valve show a spring rate of 8 lbs./inch and a preload, the force on the valve in the closed position, of 1 lb. A slightly higher rate and preload may be advisable, and will probably work OK; I would not use anything lower.

The drawings below, taken from Tony's sketches, show how to fabricate and assemble the new valve.





B. WATER PUMP SEAL

It seems that copies of The Torque Tube circulate among several '37 and '38 owners in New Zealand who are not members of the Club. One such person is Paul A. Macdiarmid, who sent me a letter (beginning with the salutation "Esteemed Sir", which I rather liked), the substance of which is set forth below. I must tell you that I have struggled with this, and am not at all certain I understand what Paul is talking about when he gets into "cavitation". What I know about physics is what I learned in high school in 1952 and can now remember: that is, more than nothing but not a lot. Moreover, I have never tried to repair a water pump and have only a general idea of what is inside them. I have tried to edit the material to make it as clear as possible, and have added a few diagrams taken from Dealer Service Bulletins. However, you are on your own with this one. It may be the best explanation we have had thus far for the "mystery-overheating-at-speed" syndrome. In any event, it seems clearly to have worked, and we should be grateful to Paul Macdiarmid for sharing it with us.

CAVITATION CURE

By Paul A. Macdiarmid
P. O. Box 643, Rotorua, New Zealand

I have just finished reading of the hassles some have had trying to beat difficult overheating problems. To date at least, I've seen no mention of a perhaps obscure cause of boil-over in Buicks and other non-pressurized makes of the period. Commonly, cooling systems of the 1930s are not pressurized. The lack of pressure in the cooling system is not in itself a cause of trouble; rather, it may obscure the real culprit.

I spent many frustrating weekends trying to find out why my blankety-blank '37-40 would always rapidly overheat at speeds above 50-odd mph. There was no problem below 45-50 mph, but anything over 50 and she'd boil in less than half a mile. Uphill, down, or level, 'twas all the same. I checked for all the usual things: dragging brakes; blocked

core; late ignition timing; collapsed hoses; even (shudder!) a cracked head or stuffed head gasket. Everything seemed to be in good order.

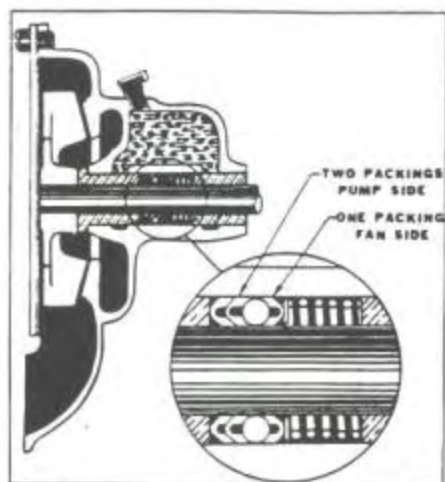
The cause was CAVITATION: yeah, that airy stuff! [Editor's Note: "cavitation" according to Webster, is "the formation of partial vacuums in a liquid by a swiftly moving solid body (as a propellor)...."]

At highway speeds, the pump and fan turn at a fair old rate of knots. Without pressure in the system, the Buick is disadvantaged several pounds per square inch compared to its later pressurized descendants. Any pressure drop at the impeller seal face is an invitation for the outside atmosphere to be sucked in. Aided by the forward motion of the car, together with the already 14.7 psi atmospheric pressure and the tendency of the moving impeller to create a partial vacuum, the pressure difference increases with speed to a point where the seal, of now dubious effectiveness, allows increasing quantities of air to be introduced past the seal face. At some critical point, enough air is sucked — or more correctly pushed — through the seal to cause the impeller to become useless — merely rotating in air. Exactly what any power boatie would call CAVITATION.

At this point it seems the overheating is uncontrollable, the rapid temperature rise giving birth to more gas, and I invariably had to stop and cool off before replenishment.

I had found no sign of leaking at the pump seal and so assumed all was well there. Perhaps with a pressurized system a leak might have shown, but in any case internal system pressure might have counteracted the outside air's tendency to move past the seal. My car had the original 1937-type water pump with the "chevron" seals on the pump shaft. This was not a good design, at least for high RPM. So I replaced the old pump with the late '38/'39-style pump with sealed double-row bearings and the "packless" seal, which consists of a rubber cup and a carbon block. But this came unstuck, too — more boil-over. (Bloody Hell!!!) I inspected the ball-bearing pump and found that the pump body seal face was cracked and worn. I used a vertical mill to machine a suitable deep "cup" into which I pressed a new ceramic face from a readily-available modern "face seal" kit of the required diameter.

I have since had not one instance of boiling at any speed or in any traffic, and my temperature gage sits squarely on 180 at all road speeds. I've hauled some two tons of '28 Buick Tourer bits around 250 miles, some of it in second gear; no overheating. No other changes were made at the time of pump overhaul, so I remain fully convinced that my problems were due to faulty pump seals. I trust that those among you that were close to despair are now recharged with hope!



Chevron-type seal on 1937-early 1938 water pump.

(This is the pump with the oil cup on top.)

Continued on page 18

EACH SPARK SETS OFF

That's why the new, DYNAFASH ENGINE, and TORQUE-FREE SPRINGING, make the 1938 Buick chassis the Most Modern in the World

IT'S literal fact that you ride the whirlwind when your foot is on the treadle that bosses the new Buick DYNAFASH engine.

Every five inches this thrilling car travels, a fist-size hurricane lets go in a cylinder head, lending tornadic force to the downward power-push of the piston.

You feel the swell and lift of it, the dynamic eager flow of it to the quickening wheels, but you feel it tamed to the firm cool smoothness of polished marble through silk.

Every action of this magnificent traveler is a miracle of poise and quiet and security, and every drop of gasoline you burn gives up gloriously more of its hidden power.

Slip into the driver's seat, sample for yourself the inspired engineering that sets the 1938 Buick head and shoulders above any

other automobile you will meet this year.

Apart from the flashing beauty of the car, its luxurious room, its sumptuous fittings, measure the astounding performance of it, and the ride that matches its astonishing stride.

That level, floating, jarless going, that sense of almost flying, is given you by Buick's new TORQUE-FREE SPRINGING, which, adding new safety to new comfort, also lengthens rear tire life and blessedly reduces skids.

Not one but *both* of the standout engineering features of 1938 are yours in the new Buick—which tells you how to make your every new-car dollar do its full duty this next year!



NEW DYNAFASH ENGINE

BUICK DYNAFASH 8

EVERY SPARK SETS OFF A CYCLONE!

Rushing into the cylinder at speeds as high as 250 miles an hour, the fuel charge (A) strikes the Turbulator (B) built into the piston and instantaneously is converted into a tiny cyclone (C) of terrific turbulence. Spark (D) flashing into this cyclone, fires a faster, cleaner, more furious explosion which drives piston (E) with almost 30% stronger power-push from same rationing of gas.



A TINY CYCLONE!



BUYER'S DIGEST OF THE 1938 BUICK

NEW DYNAFLASH VALVE-IN-HEAD STRAIGHT-EIGHT ENGINE
and it's about right, with a cyclone in every cylinder.

NEW TORQUE-FREE SPRINGING—ensuring flatter-free ride, unblemished tire life, greater safety and safety. No shuddering, no grease points.

TORQUE-TUBE DRIVE—is a heavy welded against dirt, water, wear.

NEW QUIET ZONE BODY MOUNTING—absorbs road noise and rumble.

ANOLITE PISTONS, valves, long-lasting, light weight but tough as iron.

AEROBAT CARBURETOR—patterned after airplane practice for starting fuel feed.

NEW BULL'S-EYE STEERING—holds car on line with minimum steering wheel movement.

TIPTOE HYDRAULIC BRAKES—give extra, sure, smooth stop with a toe touch.

KNEE-ACTION FRONT SPRINGING—permits, continuous balance with road.

UNISTEEL BODY BY FISHER—with built-in jumbo luggage compartments on all closed models and safety glass throughout at the extra cost.

BUILT-IN DEFROSTER—construction and new-made styling on all models.

AUTOMATIC TRANSMISSION—optional at slight extra cost on all Buick Special models.

NO OTHER CAR IN THE WORLD
HAS ALL THESE FEATURES

NEW TORQUE-FREE
SPRINGING



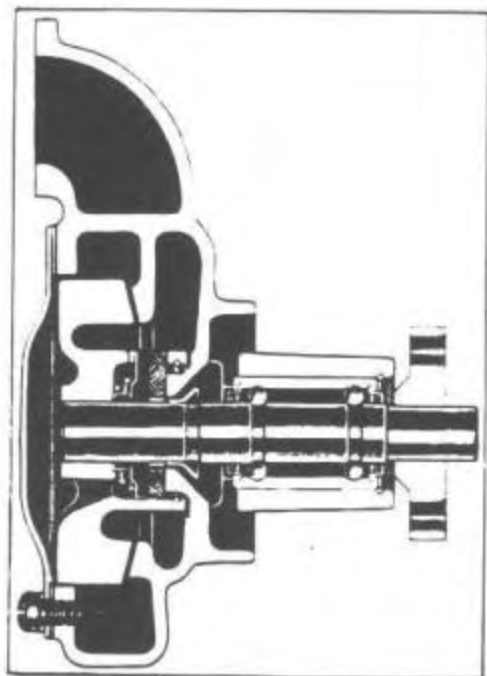
A SAFETY CUSHION ON EACH WHEEL!

Buick replaces the usual leaf spring with this special spring (A) of stout coiled steel and big direct-acting Transport Type shock absorber (B). Rigidly aligned by Torque Tube (C), rear axle and wheels cannot twist or distort, cannot affect steering, greatly reducing danger from skids. No shudders, no grease points, no chatter, no premature rear tire wear from wheel-slip.

"Better buy Buick!"

YOUR MONEY GOES FARTHER IN A GENERAL MOTORS CAR

Late-1938 and later pump with sealed ball bearings.



The non-adjustable self-aligning packless seal consists of a special rubber cup which fits tight and seals on the pump shaft and is held in contact with a carbon block disc by spring pressure. The seal assembly is held in the impeller assembly by a snap ring and four drive lugs on the carbon disc. The seal assembly turns with the shaft and impeller and forms its seal by contact of the carbon block against the contacted surface of the pump body.

C. CORRECTION & AMPLIFICATION

In one of the Editor's cooling system discourses earlier this year, it was suggested that removing the thermostat is not a good idea, as this may cause coolant to move too rapidly through the radiator. According to the current issue of Skinned Knuckles, the theory that overheating can be caused by a given volume of coolant moving through the radiator too fast to give up enough heat while there is a "curious" and widely-held "misconception." What I wrote was something I had heard many times from people who should know what they are talking about, but I will surrender to higher and better authority on this. The business about coolant moving too fast is hereby retracted and nullified. I still say, however, that taking out the thermostat will not do you any good.

One member, who will not be identified, also took me to task on this, suggesting that perhaps I take material from Ford magazines or other unreliable sources, or am otherwise less than qualified to discourse on technical subjects. However, this member did not tell me why he thought I was wrong.

Well, friends, I am discoursing on technical subjects in default of anyone more qualified than I sending in something suitable to print. I am not an automotive engineer, nor a physicist, nor a car restorer, mechanic or anything similar. I am a lawyer who happens to know something about cars, can write in complete sentences, and is stuck with the job of putting out this publication nine times a year. I attempt to research the subjects discussed so that the result will be reasonably authoritative, and to say so when I indulge in speculation or where the source is or may be questionable. (I do not, incidentally, read Ford magazines.) However, like everybody else I can be guilty of creating or perpetuating error. Error should be rectified.

So...if you think I am full of shit about something, say so. However, it does me and the membership no good simply to say "You're full of shit, Olson," and let it go at that. If you will be good enough to tell me the reasons why I am full of shit about

something, and what the correct statement ought to have been, and I am satisfied that you are not full of shit yourself, the mistake will be fixed. I am not — or try not to be — pig-headed, and will not hesitate to correct errors.

At least in this case I repeated a widely-held misconception, and you cannot accuse me of pulling this one out of thin air, or out of my hind end. There are, in truth, many widely-held misconceptions about many things, and sometimes, in my darker moods, I think that the entire structure of modern society is founded upon them exclusively. Foolishness, if oft enough repeated, can become Revealed Truth. Exempli gratia, the notion that the flush toilet was invented by one Thomas Crapper, an Englishman who was knighted for his contribution to the sanitation and redolence of the Royal Household. This story is pure balderdash, or if you will, bullshit. It originated many years ago in a piece that the author intended to be spoofish humor or whimsy; regrettably, however, the whimsy was a bit too subtle, and every now and then I see it even today, gravely asserted as fact. That fanciful notions creep into discourse on antique cars as well as lavitoria cannot be gainsaid.

Getting back to Skinned Knuckles, the current issue says that future issues of that publication will contain an authoritative series of articles on cooling systems, written by a highly-qualified expert. This promises to be of great benefit. There may be more fanciful matter to be exposed and tossed out.

D. NALCOOL 3000

One member sent me an excerpt from the Pierce-Arrow Society Service Bulletin. (I forget who sent this; sorry you're anonymous, and thanks.) This briefly describes a product called "Nalcool 3000", which is a cooling system corrosion inhibitor and coolant stabilizer, made for use in heavy trucks. According to the author, who tested the stuff for 1200 miles in a 1923 Pierce-Arrow: his engine runs cooler; he has not had to add any water, whereas with Prestone he added two quarts after a day's touring; Nalcool does not attack paint. It is not an anti-freeze, but is designed to be used with anti-freeze if needed. Nalcool 3000 may be purchased from firms that handle heavy truck parts; a similar product is sold by Caterpillar under its own name. I had never heard of this stuff before. It may be worth a try. If anyone knows more about it, please let me know.

E. LOWER RADIATOR HOSE

Harry Logan (#651) says a Goodyear 60 173 hose worked perfectly in his '38 Century. The hose has a molded bend in it at the right location. About an inch must be cut off one end. Thanks, Harry.

WHEEL TRIM RINGS

The guy who does stainless steel restoration for Dave Lewis says he receives many wheel trim rings that have been creased or bent, and that it is often impossible, because of the rings' double wall configuration around the outside edge, to straighten them. The bending typically comes from trying to take the ring off the wheel. The natural tendency of almost everyone is to put a big screwdriver under the outer lip of the ring and pry up. This frequently results in damage to the ring. Here's how to do it: wrap the end of a good-sized screwdriver in a rag to avoid damaging the paint; insert the screwdriver under the inner lip of the ring; twist the screwdriver handle. The ring should pop right out.

Speaking of trim rings, another of my intelligencers has informed me that some very nice ones can be obtained from (shudder!) a Ford parts guy, at the eminently reasonable price of \$15 each. Although I have not seen an example, they are said to be perfectly suitable for cars other than Fords. Call Bob Drake Reproductions in Grant's Pass, Oregon (wonder where that is) toll-free for orders 800-221-3673.

1937 PAINT COLORS

1. Hampton Grey. It appears that the Club's formula for matching "first" Hampton Grey (No. 510) is or may be incorrect. According to John Huffman (#623), who, after much waffling, decided to paint his '37 Roadmaster that color, the formula as printed three or four years ago produces a color that is virtually black, or very deep charcoal. However, the Hampton Grey shown on all of my chips and John's chips is more of a "battleship gray", i.e. the color the Navy paints its ships. Having gone over this with the paint store to make sure they did not goof when using the formula, John decided to go with something else, i.e. Windsor Grey. We are checking out the Hampton Grey formula problem with Lauren Matley (#46), who developed the formulas. (John's waffling about colors sprang from his discovery that the car was originally Sudan Blue, but had been re-painted black by its second owner, a funeral establishment. After discussing the subject for a good year, John finally came around to the view, shared by the Editor and other advisors, that, original or not, Sudan Blue is not the right color for a Roadmaster sedan.)

2. Windsor Grey. John decided on Windsor Grey, but, temporarily wary about formulas, looked for a more modern paint that would come close. He found 1970 Chevrolet "Shadow Gray." John concluded that this matched his Windsor Grey chip very closely. A sample he sent me is not a close match for my Windsor Grey chips, but does not appear too far off. (It is quite possible that: (a) John and I perceive colors differently; or (b) his chips would not match my chips if the sets were compared side-by-side. Indeed my two sets of '37 chips, Du Pont and Murphy Varnish, do not match each other. Such is the difficulty of trying to work with 50-year-old color samples.) Perfect match or not, I think the Chevrolet Shadow Gray is a good color with a "period" look, and there is no reason not to use it. I would, however, add one caveat: if you use Shadow Gray, substitute 411-L metallic flake (Du Pont) for the coarse flake metallic in the "official" mix. This will give it the correct 1930s look.

3. Lustre Light Grey Medium. This is the color used on 1937 80 and 90 series dash panels and garnish moldings, a match for which has eluded us for some time. To briefly review, '37 40 and 60 series dash panels and garnish moldings were woodgrained, but 80 and 90 series cars had a different treatment. The dash panels were painted in the "Grey" color, and the two raised portions of the panels then covered with a brown and gold transfer; the moldings were either "Grey", or black, or "mahogany", i.e. woodgrain. The "Grey" was called "Lustre Light Grey Medium", the "lustre" meaning metallic; how a color can be both "light" and "medium" is unclear, unless "medium" refers to the "lustre" and not the "grey". ("Gray" and "luster" would be the common American spellings today.) Some time ago, John Huffman volunteered to come up with a "modern" match for this color, based on our respective beliefs that the colors used on several existing restored 1937 80 and 90 series cars just did not look "right".

The manner in which John undertook to do this was rather ingenious. He placed a photographic "gray card" next to a portion of his dash which he believed retained its original color with the least weathering, and then photographed card and dash section with color print film, using several exposures, in natural light. He then asked the photo processing lab to apply color corrections to printing the negatives until, in at least some

of the prints, the photographed gray card's color matched an actual gray card. As the gray cards are standardized and uniform, this, it was thought, would result in a representation of the dash color as close to accurate as feasible. (As you may know, color films and processing techniques vary considerably in the depicted result versus the actual color of the photographed object. As we were dealing here with two grays, the color-correcting process worked well, whereas it might not have were the dash blue, say, or pink.) John then compared the lab's best prints with his gray card and dash panel until he was satisfied that the matching was accurate. He then took one of these prints to a paint jobber and spent a few hours matching it with all the color samples they had. (The reason John could not take his dash panel to the paint store is that '37 80 and 90 series dash panels are welded in place.)

An extremely close match in available Du Pont paint colors, in John's opinion, is 1969 GM "Champagne Mist". In this case, as with "Shadow Gray", John recommends that a fine flake metallic be substituted in the mix.

John sent me a sprayed sample of Champagne Mist plus one of his best photo prints. I looked at these under various lights, and concluded that he had in truth come very close, but that Champagne Mist is a bit darker and more toward an olive green than the color shown on the print. Walking back into the garage from my driveway, where I had made the last such comparison, I was struck with a startling discovery: my wife's car is a virtual dead ringer for the elusive color! The car is a 1986 VW Jetta, and the VW color is called "Polar Silver". Polar Silver appeared just a hair lighter, but to my eye is a better match than Champagne Mist. This opinion was shared by my son Peter, who is an artist and presumably has a good sense of color.

If cost were no object, and I wished to duplicate as closely as possible the color shown on John's photo, I would mix about 75% VW Polar Silver and 25% GM Champagne Mist. This should be the closest possible match for Lustre Light Grey Medium, assuming: (1) that the color print accurately renders the original; and (2) that the two colors can be obtained in compatible form. As even a quart of paint will be far more than enough to do one dash panel and a set of moldings, buying two quarts and mixing them may be considered an unreasonable extravagance in the pursuit of authenticity, and either shade by itself will be close enough for most of us. The Champagne Mist is Du Pont 5064-L. I do not have a number for VW Polar Silver, but that should be no trouble to obtain; I believe this color was used on VWs in '87 and later years, as well as '86. If the Champagne Mist is used, it should be mixed with a fine metallic flake, rather than the coarser flake called for by the original formula. The VW paint is a fine metallic to begin with, as appears true of European metallic paints generally.

Well, there you have it, '37 Roadmaster and Limited owners, the end, at least for now, of our long quest for the elusive Lustre Light Grey Medium. Thanks to John Huffman (and to my wife's car color choice) for providing the answer.



Anyone who is attending Fall Carlisle and wishes to receive the Editor's blessing may look for me at Stephen's Special Interest Autos, Spaces NV27-29. That's at the very top of the hill, right before you come to the cars for sale area. As none of my "buddies" have swap spaces at Hershey, and I am too old, too fat, and too smart to park miles away and spend the entire day trudging around, I will not be at that event.



QUESTIONS



QUESTION. How about giving us some guidance on winter storage of cars in barns or outside car ports? I deal with possible mice invasions by removing the seat cushions for storage in the house, and placing "Decon" bait stations on the floor and in the trunk. So far I've had good luck; is there a better way? How should one treat carburetors and gas tanks? What kind of car cover is best for outdoor but covered storage? What do you do about yellowing whitewalls? My storage situation precludes cranking the car up once in a while during the winter; is there anything I can do to help the engine in the fall, or in the spring before starting?

ANSWER. (1) Mice. They can be a problem, and there is no end to the places into which the little devils can penetrate. Long-time members may recall a story involving former member Jon Lee: mice nested in his valve train after he lost his oil filler cap, and Jon did not discover this until he decided to find out why it took 20 minutes for oil poured into the top of the engine to reach the oil pan. Worse than that is to have them chew your upholstery. Your solution is probably as good as any, but I can offer a few other suggestions. To the extent possible, remove from the vicinity things that mice may eat. That includes plant material, bird seed, and almost anything organic: a difficult task, certainly, and probably impossible of complete accomplishment. Some suggestions from the Era of Home Remedies: according to Household Discoveries and Mrs. Curtis' Cook Book (ca. 1909), one of the thousands of pounds of books that burden the walls and floors of my house, mice are repelled by (a) red pepper, (b) mint, and (c) camphor. I would think twice about the last, but the other two seem harmless enough. Frequent scattering of moth balls under the car cannot hurt. In Africa, I am told, native farmers collect lion dung and place it around their gardens, from whence it repels rodents. One might likewise collect cat dung, which, especially when aged a few days, is nowhere near as malodorous as their urine, and place it under, or even in, the car, renewing it with fresh as often as convenient. If you have no cat box of your own, one or more of your cat-harboring neighbors will doubtless be glad to share. Dog doo may also work, and can frequently be collected in parks or along the streets, thus saving the potential embarrassment inherent in asking persons who know you, and believe you to be at least half-way sane, for dung donations. The Mouse Problem deserves further study, and is at least as bad as, if not worse than, the Cat Pee Problem. Readers are invited, urged, to send in their solutions. I am serious about this. The Honorary Title of Master Mouse-Purgator will be bestowed upon those with the best or most ingenious remedies.

(2) Gas tanks. The traditional advice is to drain them, but few people do. I found I could never get the damn plug out, or busted something trying. Instead of that, I recommend using Bill Hirsch's gasoline stabilizer. Modern gas starts to go bad after as few as 30 days, and if you store your car or drive it infrequently for short distances — i.e. if you're not rolling over all the gas in your tank within a month — you should use this stuff year 'round. According to a number of reliable reports, the stuff really works, and you need only one ounce per three gallons of gas. Add it well before you store the car, and run the car long enough to get it all through the fuel system. It will not get rid of gunk that's already in there, so if you suspect your carburetor may be dirty, take the top part off and have a look at the float bowl. You can clean it out over the winter if necessary. It helps to have a carburetor rebuild kit handy so you don't have to reuse the old gasket, whether you decide to clean it or not. (I believe Bob's Automobilia has these kits.) The Bill Hirsch Gasoline Preservative and Stabilizer is \$14.95/quart. Call 1-800-828-2061.

(3) Car Covers. There are covers designed specifically for outdoor storage. Beverly Hills "Stormguard" and Reliable "Durashield" are the two most widely advertised. Both are made from the same material (Kimberly-Clark "Evolution 3"). As compared with indoor cotton dust covers, these are (a) heavier, (b) bulkier, and (c) more expensive, but if there is any chance of rain or snow getting on your car, you definitely need the "outdoor" model. You can look at any issue of Cars & Parts, Hemmings, etc. to see these ads. Club member John Reynolds (#61) is (or was) in the business of selling car covers — I bought one from him last year. Give John a call at 818-882-6211. Under no circumstances should a car ever be covered with a plastic sheet. Moisture will condense under the sheet and you will get rust, rot, seized-up brake cylinders, mildew and maybe other nasty results.

(4) Whitewall Tires. Yellowing seems inevitable. Some people treat tires with Armor-All, but I do not know whether this does any good or not. I just clean mine. Household cleaners such as Fantastik or Formula 409 and a soft bristle brush work well, but one should avoid getting the cleaner on painted wheels. Westley "Bleche-Wite", sold in auto parts stores, is similar. Some people use Brillo or SOS pads. Mechanic's hand cleaner is effective for mild cases of yellowing, and is more easily confined to the tire surface than a sprayed-on cleaner.

(5) Other Storage Precautions.

(a) Disconnect the battery. If you don't intend to run the car at all for five or six months, take the battery out of the car and store it in a warm location. I have heard that one should not set a battery directly on a concrete floor, but do not know whether this is another "popular misconception" or not. You can play safe by putting it on a shelf or on wood blocks. Charge it now and then, and be sure it is fully-charged when you're ready to start up in the spring.

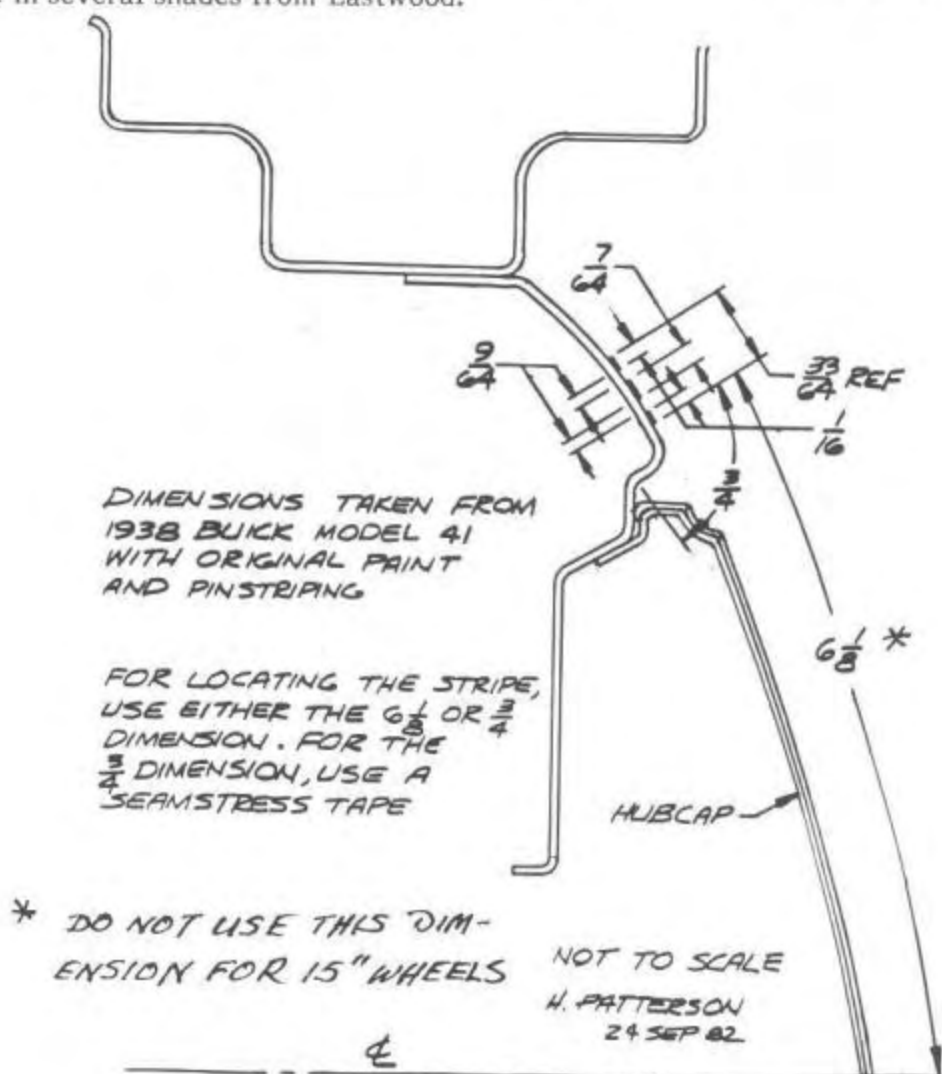
(b) Fill up the gas tank, first putting in the appropriate amount of stabilizer. The more gas in the tank, the less water will tend to condense inside, and the less chance for the gas to oxidize. Syphon some out in the spring and see what it looks like. If you don't like the looks, syphon a lot out and put it in your wife's car, a bit at a time. With the stabilizer, it should be OK.

(c) Jack up the car, if you don't plan to move it for several months, especially if you expect a lot of really cold weather. Sitting in one position for a long time can be hard on tires, and the colder the temperature, the harder. Get four jack stands; borrow a good floor jack if you don't have one of your own.

(d) In the fall, remove each spark plug and squirt a tablespoon or so of 10-W motor oil into each cylinder, turn the engine over several times with the starter, then put the plugs back in. Repeat the process before trying to start 'er up in the spring, turning the engine over as long as you dare. The more you turn it over at low speed the more likely oil will reach the end-of-the-oil-line places such as valve guides, before the parts are subjected to the strain of a running engine. A more extreme spring-time measure: remove the distributor, first noting carefully its position so that it can be returned to exactly the same position; chuck into an electric drill the shaft of a good-sized screwdriver from which you've removed the handle; insert the end of the screwdriver into the notch atop the oil pump shaft into which the drive from the distributor normally fits; turn on the drill and spin the pump for a few minutes. If you take off the rocker-arm cover, after a bit of spinning you should be able to see oil oozing out in the valve train, at which point you're ready to go. Obviously, it is better, if you're able to do so, to start the car every few weeks during the winter and let it run for a while, long enough to run at operating temperature for 10 or 15 minutes at least. It is also helpful to move it under its own power, even if it's only back and forth in your driveway several times. If you can't move it, pump the brake pedal a few times.

QUESTION. In the last issue you gave some information about wheel stripe colors. Do you have a pattern that shows the size and placement of the stripes?

ANSWER. Yes. A drawing made by Hugh Patterson (#327) in 1982 appears below. Note that the center stripe is slightly wider ($7/64$) than the two outer stripes ($1/16$) and the space between each outer stripe and the center stripe is $9/64$. It is not necessary, and perhaps not possible, to adhere precisely to these dimensions, but one should try to come as close as possible. Originally, the stripes were painted on at the factory with a special machine. Regrettably, a wheel-stripping machine is not something you can pick up at the nearest hardware store. There are people around who undertake to paint the stripes freehand, but I don't have any names to give you. A few of these people are quite good, but others are not. An extremely tedious, but effective, way to do it is to mask the wheel, having first scribed the location of the stripes using a large set of dividers or one of the scribing tools used in woodworking, or perhaps something more primitive, like nails and a string. The thin strips of masking tape you will need can be obtained from any auto body and paint supply store. The tape must of course be put on with care, as you'll need to curve it around a fairly tight circle. Tell the auto body store what you're trying to do, and they will give you the right product. Obviously this process involves much time in masking and very little in putting the paint on. It is best to spray a few thin coats of automotive enamel, and pull the tape off as soon as the last coat is surface-dry. (Don't use lacquer if your wheels are enamelled.) Brush painting will have a greater tendency for "creep" under the tape. If you want to try freehand work, use sign-painter's enamel, available in several shades from Eastwood.





PARTS EXCHANGE



PARTS FOR SALE

1938 80 series sidemount fenders. Good condition. Includes one side cover, two bands with trim and most parts to install--\$600. 1938 rear compartment clock. NOS with Borg factory instruction booklet. One hand is shaped like an "8"--\$65. 1938 80 series car cover; Beverly Hills "Blueguard" still in unopened factory box; Will probably fit 1937 fairly well.--\$135. List of about 100 '37/'38 parts, including sometrims, NOS lenses, gauges, mechanical & literature. Send SASE for free list. JOHN KOUTRE (#593). 1301 Rainbow Drive, Stevens Point, WI 54481. 715/341-6188.

1937 Buick parts: tail light lens & retainer--\$15; 3 original hub caps, good condition--\$35 each; rebuilt AC fuel pump (40)--\$25; rebuilt water pump (40)--\$45; pair, 9" wiper blades--\$3.50; 2 head lamp bulbs--\$3.50 pair; carburetor gasket assortment--\$4.50; gas fill cap--\$3; chrome windshield divider--\$15; pair brake hoses--\$15. ERIC B. McROBERTS (#60). 3035 N. Chelton Rd., Colorado Springs, CO 80909. 719/473-9897.

1938 40 series. All prices + 10% shipping. Shop manual (small size), good--\$14; stainless exterior moldings- rear quarter sedan, \$20 pr.; bullnose (mint), \$125; bullnose 2 minor dents, \$45; headlight rims, \$24 ea; trunk emblem, \$16; 2 radio grilles (very good), \$18 ea; splash pan for large engine, \$24; 2 sets hub caps (very good), \$90 set; 3 single hub caps (good), \$18 ea; gas tank brackets (blasted & painted), \$4 ea; 2 pair running board brackets (blasted & painted), \$8 pair; used front shocks (work fine), \$25 ea; used pressure plate, \$25; air cleaner complete. \$60; trunk handle assy includes lens & key (chrome very good), \$55; trunk lid 2-door coupe. \$90; L & R doors, 2-door coupe complete (very good), \$110 ea; rear quarter windows, coupe exc. rubber with reveal molding, \$30 ea; door reveal moldings, coupe, \$22 ea; L rear quarter window, 4-door, complete, good chrome, \$18; dip stick, \$2.50; inside mirror, \$8; R hood side no emblem, \$18; L & R inside sun visors, \$10 ea; sedan robe cord, \$6; locking gas door original (all series), \$16; L & R S/L piece on H/L bucket, \$4 ea; 2 gas & oil lines combo (under hood), \$15 ea; dash ash trays (very good) \$8 ea; dome light (small hairline), \$10; 2 wiper knobs w/bezel, \$6 ea; 2 map light switch, \$4 ea; defroster ducts, \$10 pair; L & R horns, \$10 ea; 2 used water pumps, \$18 ea; 2 arm rests (good), \$14 ea; 2 fuel pumps, \$14 ea; complete dash gauges, speedo, etc. (very good), \$95; throttle cable incl. bezel & plastic (very good), \$20. Also have 1937 owner's manual (very good), \$18. JERRY LANDRY (#263). 34 Goodhue Ave., Chicopee, MA 01020. 413/592-5088.

Pair, GM "Guide" Super-Ray Passing Lamps with brackets. These are probably 1940s, but would look great if you're not bugged on authenticity. Approx. 8" diameter. Bulbs, not sealed beam. Need plating for show quality, but not bad as they are. These are rare. Work, with new bulbs. \$350 pair, plus shipping. Will be at Fall Cruise if not sold before. BILL OLSON (#427). 842 Mission Hills Lane, Columbus, OH 43235. 614/436-7579 home; 614/687-3041 office.

STANDARD TRANSMISSION GASKET KIT. All gaskets and seals needed when rebuilding or resealing your transmissipn. Will fit 1937-1938 all series. \$16.95 postpaid. TORQUE BALL SEAL KITS. Include shim gaskets, cork packing, instruction sheet and a tube of silicone. Will fit 1937-1938 all series. \$29.95 postpaid. (NJ residents, add 6% sales tax to above prices.) Send check or money order with name and address, year and series of car. Please allow 2-3 weeks for delivery. JECC, Inc. (Jerry Pasquariello #643). P.O. Box 616, West Paterson, NJ 07424. 201/890-9682.

DASH PANEL DECALS for 1937 80-90 series cars. Kit includes: 1 practice decal 7"x14"; 2 12"x14" decal sheets; full size pattern; instruction sheet. \$85.00 plus shipping. TOM ALDERINK (#735). 619 W.23rd St., Holland, MI 49423. 616/396-3183; 616/392-1761.

1937 40 series: Set of rear leaf springs (NOS). Battery cover (exc). Set of horns. Engine disassembled but complete; block cleaned & head rebuilt (103K mi.). Transmission, not taken apart. 2 fuel pumps. Set, front fender supports. Set, running board supports. Complete 2-piece grille (Buick 8 emblem missing). 3 bumper guards (need replating but not bent). 2 tail light housings with glass (fair, but glass is not broken). Best offer on all or part. TOM TIBBLE (#793). 6100 N. 14th St., Kalamazoo, MI 49007. 616/381-6202 after 6 PM.

PARTS WANTED

1937 90 series front sway bar; "Limited" emblems for hood louvers; wiper motor & knob; rear cigar lighter; gas cap. BRUCE BARRETT (#836). 1945 McDonald, Missoula, MT 59801. 406/542-2563 home; 243-6213 ofc.

Rear seat cigar lighters & ashtrays with doors (square shape) found in armrest of 1938 series 80 & 90, dimensions on bottom 2 1/4 x 2 3/8"; four or more 16" wheels to fit 1938 80 or 90. I have 4 40 series wheels to trade or sell. Large series bolt pattern measures 5 1/2" center to center 5 hole non-adjacent bolt holes; 40 series measures 4 3/8". Call, write or FAX: MICHAEL McMILLEN (#578). 4362 Briar Cliff Rd., Oakland, CA 94605. 415/569-8440; FAX 416/562-2837.

1937 series 40: headlight switch, plastic not important; hand brake housing and cable (from handle to rear cable clevis). ED BOHN (#199). 3370 El Sobrante, San Mateo, CA 94403. 415/345-7308.

For 1937 model 46-S (Special sport coupe): locking door handle; steering wheel; armrests; grille or broken grille I can get pieces out of to repair mine; sunvisors; left headlight lens (I have 2 right lenses); trunk lid; bumper guards; window crank moldings. STEVEN RINKE (#854). 31830 Scott Ct., Warren, MI 48093. 313/979-0734

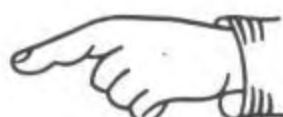
Complete latch assembly and handle for rumble seat, 1937 model 46-C. JEFF WILLEY (#604). 1301 Eshom Rd., Centralia, WA 98531. 206/736-5936

1937 40 series right sidemount fender, hood center strip, one fender light chrome molding. BILL ROSE(#708). 150 Bungalow, San Rafael, CA 94901. 415/456-0127.

1937 40-60 series trunk-back sedan, need trunk handle assembly.
ONEIL CANTEY (#845). 6520 E.Hampton Dr., Indianapolis, IN 46011.
317/547-1870.



CARS FOR SALE



1938 Special 4-door sedan, black, all original \$6000. James Kovalov,
4480 Grand Ave., Shadyside, OH 43947.

1938 Roadmaster sedan. Sidemounts. Complete. Original upholstery
(leave alone). Runs & the engine sounds great. Needs paint & some
body work. \$4250. Will consider any fair offer. JOHN FAWCETT (#242).
6358 Tamerlane Dr., West Bloomfield, MI 48322. 313/737-3626.



NEW MEMBERS



Karl Nickoloff (#77)
3209 South Ave.
Niagara Falls, NY 14305
716/297-5625
'37 41

Thomas M. Hovis (#851)
P.O. Box 486
Emlenton, PA 16373
412/867-0031
'38 80-C

Andrew F. Diem (852)
5230 Loughboro Rd. NW
Washington, DC 20016
202/364-8115
'37 40-C

Charles Sanders (#853)
584 Fairview Rd.
Asheville, NC 28803

Steven J. Rinke (#854)
31830 Scott Ct.
Warren, MI 48093
313/979-0734
'37 46-S

David M. Zanin (#855)
1641 Wordsworth
Ferndale, MI 48200
313/545-3448
'37 48

Mec Blair (#857)
3000 Warren Rd.
Indiana, PA 15701

Jose Ramon Garcia-Menendez
(#856)
San Juan 363
2000 Rosario
ARGENTINA
005441-212435
'38 61 '38 41

Ernest Zocchi (#858)
12 Fisher Ave.
Tuckahoe, NY 10707
'38 91

Don Maerz (#859)
P.O. Box 2162
Estes Park, CO 80517
'38 46 '38 61

Jim Glover (#860)
3601 Sylvia Pl. S.W.
Albuquerque, NM 87114
505/877-7958
'38 41

Bruce J. Mather (#861)
660 Fairview
Elmhurst, IL 60126
708/834-4188
'38 46-S

Doug Shaffer (862)
Marin Towing
74 Woodland Ave.
San Rafael, CA 94901

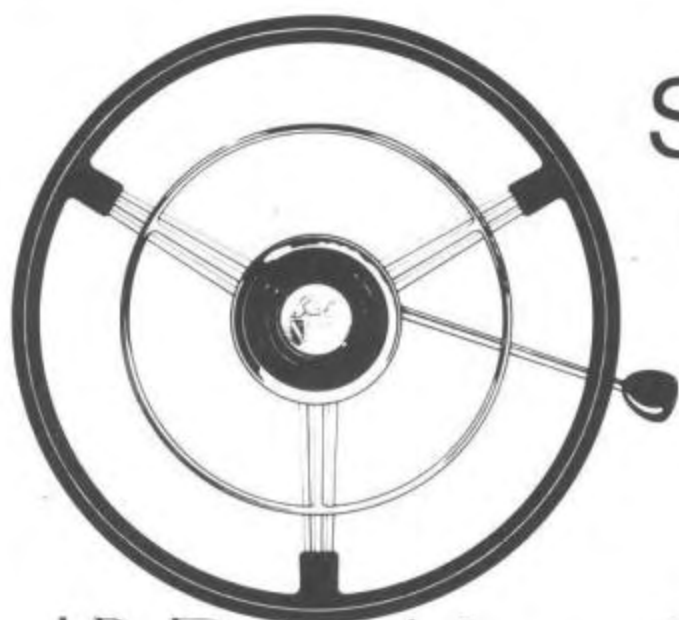
William Denney (#863)
Scarborough Way
Dunbogan 2443, NSW
AUSTRALIA
'38 60-C

Don Hess (#864)
4741 Pawnee Dr.
Greeley, CO 80634
303/330-4033
'38 46

Paul Dahl (#865)
2332 Navajo Rd.
N.St.Paul, MN 55109
612/770-1242
'38 40

Mark Hermann (#866)
1080 Lake Oaks Dr.
Shoreview MN 55126
612/483-8825
'37 41

Peter J. Brickhill (#867)
115 Willow Ave.
Little Compton, RI 02837
401/635-2667
'37 46



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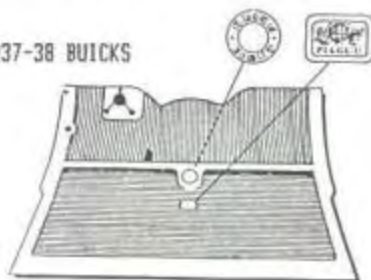


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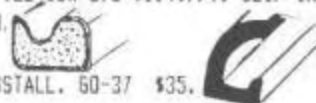
1937 HUB CAPS. CHROME PLATED AND "BUICK" LETTERS ARE PAINTED. HC-37 \$60. EA

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SET OF 4 TR-16S \$96. SET



1937 AND 1938 HOOD ORNAMENTS. AN EXACT CHROME PLATED REPRODUCTION. 1937 HU-37 \$75.
1938 HU-38 \$75.

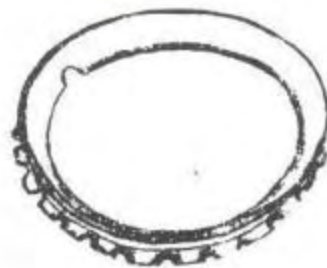
1937-38 DOOR WEATHERSEALS. SPONGE GLUE-IN STYLE BW-37B \$1.40/FT. CLIP IN STYLE, BW-80 \$2. FT CLIPS WC-80 .30 EACH.



1937 "BUICK B" GRILLE ORNAMENT. READY TO INSTALL. 60-37 \$35.



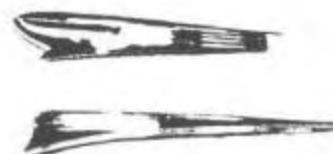
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COASTAL CLASSIC
October 5th, 6th & 7th, 1990**

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Santa Maria Inn
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Garden Room by the pool

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Check-in 8:00 am to 10:30 am

- '37-'38 Buick Swap 8:00 am - 12:00 pm
- Car display
- Judging 1:30 pm to 3:30 pm
- Cocktail hour* 6:00 pm to 7:00 pm
- Dinner and Awards 7:00 pm

* No host open bar

SUNDAY, OCTOBER 7TH

- Ballard Canyon Winery Tour 10:00 am
- Picnic box lunch 12:00 pm

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Address _____ Add'l cars @ \$10 ea. _____

_____ Banquet @ \$25 ea. _____

Telephone _____ Box lunches @ \$10 ea. _____

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